

A PIRATE WAS SHE.

THE SHENANDOAH'S FAMOUS CRUISE, WHICH OUTLASTED THE WAR.

She Sailed From England In October, 1861, and Made Port There Again In November, 1865, Six Months After Lee's Surrender—Her Record as a Cruiser.

(Copyright, 1893, by American Press Association. Book rights reserved.)



AN ENGLISH ship called the Sea King, flying the English flag and obeying an English master, sailed from London on the morning of Oct. 7, 1864, cleared for the East Indies. She was a long, rakish vessel newly built at the celebrated yards on the Clyde and could steam 10 knots an hour. She carried two 12 pounders such as are usually mounted upon East Indian men and was provisioned for 12 months. While she was steaming away from London in the most commonplace manner a scene of unusual character intimately connected with the future of the Sea King was being enacted on the landing stage at Liverpool. There were gathered in response to a secret summons a group of gentlemen, natives of the sunny south, who were staking lives and fortunes to embark in the desperate game of privateering. A tug carried them to a steamer anchored in the Mersey.

The transit steamer was the blockade runner Laurel, bound for Cuba, and each of the mysterious southerners carried in his wallet a passage receipt for £32 fare made out in a fictitious name. In the hold of the Laurel were piled scores of ordinary goods boxes, with a shipping mark corresponding to numbers on the fare receipts. They contained the personal luggage of the venturesome gentlemen, who were not bound for Havana at all, but for the island of Madeira to meet the Sea King, provided both she and the Laurel should escape overhauling by Uncle Sam's cruisers, who were then scouring the seas with eager eyes and pointed cannons for other Alabama's. As soon as the Laurel was clear of the coast, all restraint was thrown off, and the 20 southerners announced themselves as the officers of the Confederate privateer into which the Sea King was to be transformed as successor to the Alabama. Among the bonafide Havana passengers on board the Laurel were many Confederate sea dogs, some of them from the decks of the Alabama and the other privateers that had been sunk or burned or in some effectual way driven from the seas by the gallant tars in blue. Many a yarn those veterans spun and many a warning tale they told of the excitement and danger of an ocean chase and an ocean fight to shorten the six day's voyage from Liverpool to Funchal in the Madeira.

The Sea King was two days behind the Laurel in reaching the rendezvous, and in order to arrive at the utmost secrecy in the important work to follow a cove, sheltered by a barren, rocky island, was selected for the place of transfer. As quickly as possible heavy cannon and ammunition and other war materials were hoisted from the Laurel upon the Sea King's deck. Men who were to be officers of the new cruiser tugged at the ropes like yemen, and at the sound of whistles of steady toil the quarters of the blockade runner looked like those of a man-of-war just come out of a battle or a hurricane.

Then the passengers and men of both vessels were called to the deck of the Sea King, and an officer dressed in full uniform of the Confederate States navy stepped out of his cabin to announce the meaning of all those mysterious doings since the two vessels left London and Liverpool. He was Captain James L. Waddell, commissioned to rule the deck of the Confederate States steamer Shenandoah, whose flag was hoisted as he spoke. He said that he should at once start the Shenandoah upon a cruise against the commerce of the United States with the south and would receive as volunteers under bounty and wages in English money all those within hearing who chose to join the venture. Out of a company of 80 only 22 men, including the new cruiser, giving her, with the officers taken out in the Laurel, 22 men—less than half her complement. And so with guns unmounted, the portholes even uncured, with ammunition piled loosely in hold and on deck, depending for fighting men upon the officers only, Captain Waddell put boldly to sea, trusting to that fortune which favors the bold to save his "timbers" from sudden and complete disaster. Every man understood that a meeting with a United States warship as things were would be the end of the Shenandoah, and all hands worked heartily to put the merchantman into shape for an encounter.

At the close of October the Shenandoah was fairly at sea, bound for Pacific waters. Every sail described by the wary lookout was watched with anxious eyes until her character was made out. Two or three vessels were hoisted upon the bows, but they proved to be sailing under English colors and were allowed to go. The first prize taken was the bark Alina. Her officers and crew, excepting six sailors who joined the Shenandoah, were placed



CAPTAIN J. J. WADDELL.

In froms, the vessel scuttled and set adrift. To many of those on board the privateer it was a new experience to see a ship sink out of sight on the broad ocean. The rough captain of the ill-starred bark tried bravely to hide his feelings, but at last a pathetic lament burst from his lips: "Tell you what, mates, I've a daughter to home I named that craft for, and it goes against me d—dly to see her go to the bottom."

Many who looked on sympathized with the old man, but what could they do? War has no conscience.

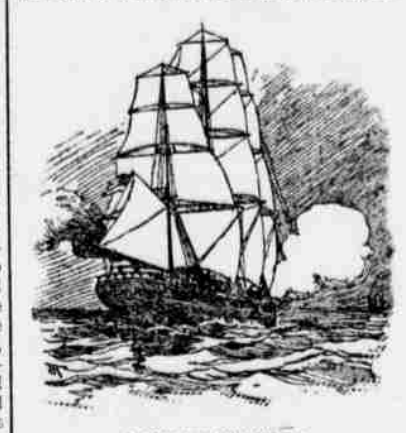
The next prize was a well furnished schooner bound around Cape Horn. The captain's family, consisting of wife, sister and child, were on board. The furniture of the schooner and a stock of raw sea edibles were transferred to the bare cabins and provision lockers of the privateer, the people were taken off and the torch applied. Tontone in part for rough usage, the officers of the Shenandoah placed a cabin at the disposal of their helpless women captives and the child. The men prisoners were froned and sent to join the unfortunate of the Alina in the forecastle.

During the first 10 days of November the Shenandoah made four prizes. She had in from 40 prisoners, 10 of whom joined the crew, and the rest were unloosed upon ships bound to home ports. On the 19th the cruiser passed the equator and sailed southward on the San Francisco route. Vessel after vessel was seized and plundered, then burned or sunk. In the middle of winter she reached Melbourne and lay for two weeks in the harbor, the lion of the hour and a big one at that. Everybody wanted

to see and somehow managed to see the "rebel pirate," for the whole city, first and last, took to the wave on steamers, sailboats, tugs and rowboats and showed the Shenandoah people what it was to be boarded by a mob. It was taken for granted by the curious that the hands of the piratical crew were dyed in gore, that captures were scuttled or burned with victims imprisoned on board, and that the hold of the cruiser was a mine of treasure taken as spoils. Ladies vied with one another for the honor of promading the pirate deck on the arm of a gray coated imitator of the wicked Captain Kidd.

As a result of the pirate craze that swept over the Australian port the captain of the privateer was overruled with applicants who burned with desire to sail under the black flag. The excitement ran so high that the governor of the island sent an armed force on board to prevent a breach of neutrality laws by the sub rosa enlistment of men in port. A strict watch was kept, and Captain Waddell gave his parole that the laws should be observed, but after the ship got fairly outside the Australian harbors some 40 audacious pirates pulled themselves out of hiding in every conceivable space that was hollow and had a shell. From the iron bowsepit, from upturned water casks, from the coal bins, the powder magazine and the depths of the lower hold they crawled. When mustered on deck and their business demanded, they answered, like men rehearsed in the oath, that they were natives of the southern confederacy and had a right to the protection of the stars and bars, and therefore a right to help keep them aloft. They were taken at their word, though every nation under the sun was represented in the gang and tell-tale faces belied their solemn words.

With her crew more than doubled and her bunkers filled with coal the Shenandoah turned her prow northward under orders to ravage and plunder in the whaling grounds of the Pacific. At Asepsion island fine whalers were run down and dis-



A SHOT TO HEAVE TO.

mantled, then turned over to the natives to plunder. After that they were burned. From that point the cruiser steered direct for the arctic regions in the track of the whalers. She sailed in the Okhotsk sea three weeks in May and June, 1865, making but one capture. She next headed for Behring strait, the cruising ground of the whaling fleet. In one week, between June 22 and 28, 24 whalers were run down. All were burned except four that were ransomed to carry home prisoners. At one point a fight, prize was taken, all New England whalers. They were fired together in a group. The Shenandoah and two ransomed vessels loaded with prisoners anchored near by, and the last hostile act in the civil war, a conflagration that lit up the silent northern sea, was witnessed by a few hundred souls who could never forget the strange and impressive scene.

Not one of the band engaged in those acts of war nor one of the victims knew that the strife had ended more than a month previous and that during all her depredations in the northern seas the Shenandoah had been a ship without a country and a flag. In other words, she was a pirate. Lee had surrendered six weeks before, and meanwhile a nominal truce had existed among all combatants within reach of mails or telegraph. The Shenandoah was beyond the reach of signal or summons, in seas navigated only at intervals. On June 29 she left the strait and steered for San Francisco. On Aug. 2 a British bark was spoken that had news of the surrender of the Confederate armies and capture of Jeff Davis. The cruiser's cannon were at once dismantled, her ports boarded up and whitewashed, and she once more appeared the peaceful merchantman that had steamed away from London 10 months before. In her brief career she had destroyed 34 ships and ransomed 4. The total value of her captures was over \$1,300,000. Under the menace of her guns, but without a shot fired except as a signal, to it, she had obliterated the whole history of the northern seas. Thus had the Alabama been avenged.

It was a life and death run for the Shenandoah to the shelter of England's home ports after Captain Waddell learned that his good ship was liable to be pounced upon any moment and dispatched as an Ishmael of the sea by the United States cruisers. She reached Liverpool Nov. 5, 1865, without having spoken a vessel on the long voyage from the California coast, an experience in solitude that not a soul on board of her had reason to lament. The crew of the Shenandoah had ceased to yearn for the cry of "Sail, ho!"

The Liverpool pilot clambered over the side of the cruiser at midnight, and finding the scene a strange one curiously asked, "What ship is this?"

"The late Confederate steamer Shenandoah," was the bold answer.

"The devil you say! Where have you fellows come from last?"

"From the Arctic ocean. What news from the war in America?"

"It has been over so long people have got through talking about it. Jeff Davis is in Fortress Monroe, and the Yankees have a fleet of cruisers out looking for you."

The newspapers made an hour's sensation over the affair, but denounced the officers as "pirates." The formality of swearing the crew upon their American citizenship was gone through, all hands bade the good ship adieu and after three cheers for the commander broke ranks and scattered over the sides. Thus was disbanded the last war company of the confederacy.

GEORGE L. KILMER.

A Race of Six Footers.

The tallest people in the world of whom there are any accounts are the Patagonian Indians. These people, though not absolutely gigantic, are never under 6 feet in height and are bulky in proportion.

Some of the stores of coal in the earth are evidently approaching exhaustion, and if the supply of petroleum is also limited, then its substitution for coal can only mean a strike out of the store of mechanical energy that nature has provided for us.

There is an unknown quantity of silver in the bay of Rio de Janeiro, Brazil—a silver mine, in fact, of comparative speaking unlimited dimensions, and every ship that drops anchor there cuts into the bed of ore.

A woman says that a man will write a book on woman's idiotic slavery to fashion, but he will walk through town on a hot summer day with his trousers turned up without feeling himself a fool.

The oldest armchair in the world, it is reputed, is the throne once used by Queen Hatufa, who flourished in Egypt 1600 B. C. It is so hardened with age as to appear to be made of black marble.

Much jewelry is worn by the natives of Siam. Young women often discard an upper garment that the gold chains worn over their shoulders may not be hidden.

GOVERNOR STONE OF MISSOURI.

He Thinks the West Should Be Emancipated From Eastern Business Influences.

It was unenviable notoriety that Governor Stone of Missouri recently had thrust upon him, when he was accused of "treason" and alleged to favor the secession of the western and southern states from the Union. It was all pother, too, and had no firmer foundation in fact than that certain petitions to the governor had been sent to the Missouri capital during his absence on a tour in some neighboring states, and that certain other petitions had been presented to him by the citizens of some of the towns through which he passed. These petitions the governor could scarcely be held responsible for, though he frankly admitted he was in favor of the object for which they urged him—to call a convention of the gov-



GOVERNOR STONE.

ernors and representative men of the west and south for "the establishment of such commercial policies and trade relations as may render this section free from dependence upon the eastern section of the Union in business affairs."

Governor Stone has great faith in the west. It is quite natural that he should, for the west has honored him. The Twelfth congressional district of Missouri sent him to the national house of representatives for three successive terms, in 1884, 1886 and 1888, and the people of the state elected him governor in 1892. But the governor thinks eastern influences and interests dominate the western business world too largely, and that the west itself is too much swayed by European policies and methods. He also thinks that co-operation between the west and the south will put an end to this state of things and therefore favors the proposed convention.

Governor Stone is a Kentuckian by birth and a typical Kentuckian in appearance. He is tall, broad shouldered and erect of carriage, and his thick hair is as straight as an Indian's. He has lived in Missouri since his youth and was educated at the state university. He is a lawyer by profession, and the first public office he ever held was that of prosecuting attorney of Vernon county, to which he was elected in 1872. He has a gift of fluent speech and has been very successful in his profession.

The governor's home is in the town of Nevada, and he has a large stock farm near there in which he takes great interest. His Short-horn cattle are his especial pride. They are one of the bluest of Short-horn blood, and every one of them has a pedigree and is duly registered in the Short-horn herdbook.

The governor has for years made a study of the Short-horn family and has in fact the best strains of their blood in his stock.

THE NEW G. A. R. COMMANDER.

The Record of Jack Adams as Soldier and Citizen.

The new commander in chief of the Grand Army of the Republic, John G. B. Adams of Massachusetts, or Jack Adams as he is more generally called, had the rare distinction of being elected by acclamation without any previous hallooing at the recent national encampment in Indianapolis. Commander Adams has long been one of the most popular veterans in New England. He has for years been identified with the Grand Army as one of the most active and influential members of the department of Massachusetts, and the marked appreciation of his merits shown by his significant elevation has evoked considerable enthusiasm among his fellow veterans at home.

He is a member of Lander post of Lynn, and the fact that his post ranks second in membership among the posts of the whole country is due, in no small degree, to his enthusiastic endeavors. His postmaster of Lynn and deputy superintendent of the Concord reformatory and is now ser-



JOHN G. B. ADAMS.

geant-at-arms of the legislature of Massachusetts. Last year some of his more ardent friends, without any previous announcement, canvass or organization of any kind, presented his name to the Republican state convention for nomination for the lieutenant governorship, and though he failed to secure the nomination the magnitude of the vote he received was, under the circumstances, highly complimentary.

Commander Adams' war record is an excellent one. In 1861, before he was 20 years of age, he enlisted in the battalion which afterward became the nucleus of the Nineteenth Massachusetts regiment of volunteers. He served throughout the war, participating in every march and every battle of the Army of the Potomac in which his regiment took part except when he was disabled by wounds, and during the months when he was a prisoner of war. He was mustered out with the rank of captain. He will be 62 years old in October.

He Died Happy.

Human nature is a queer thing. A man died in New Jersey not far from here who was worth \$100,000 and had no near relative. About an hour before he died he asked for a workman who occupied a little house on the place. The physician and nurse surmised that now the dying Dives was about to give that little house to the workman who had been faithful for so many years. "Lazarus," said the dying Dives (that was not the workman's name, however), "you only paid me \$4 on the last rent, and in case I die I want to have things straight, you know, so I'd like you to pay the other \$2." The money was paid, and a few minutes after clatching it Dives breathed his last apparently happy.—Philadelphia Times.

General Advertisements

WHY YOU WANT THE "STAR!"

"A NEWSPAPER IS A NECESSITY to every person in the community—man, woman or child—who is able to read and who desires to keep in touch with the spirit of this progressive age and wishes to be posted as to events of interest which are continually happening at home and abroad, on land and sea."

The STAR is a new paper and has introduced Californian methods of journalism into Hawaii, where, before its advent, the Massachusetts newspaper traditions of 1824 held sway. It has three prime objects:

To support the cause of Annexation of Hawaii to the United States and assist all other movements, political, social or religious, which are of benefit to these Islands and their people.

To print all the news of its parish without fear or favor, telling what goes on with freshness and accuracy, suppressing nothing which the public has the right to know.

To make itself indispensable to the family circle by a wise selection of miscellaneous reading matter.

As a commentator the STAR has never been accused of unworthy motives.

As a reporter the STAR has left no field of local interest ungleaned.

As a friend of good government the STAR has been instant in service and quick to reach results.

As an advertising medium the STAR, from the week of its birth, has been able to reach the best classes of people on all the Islands.

—Compare the daily table of contents with that of any other evening journal in Honolulu—

The "STAR" Is

50 Cents

A Month

In Advance.

General Advertisements.

HARDWARE, Builders and General, always up to the times in quality, styles and prices.

Plantations Supplies,

a full assortment to suit the various demands.

Steel Plows,

made expressly for Island work with extra parts.

CULTIVATORS' CANE KNIVES.

Agricultural Implements,

Shovels, Mattocks, etc., etc.

Carpenters', Blacksmiths' and Machinists' Tools,

Screw Plates, Taps and Dies, Twist Drills, Paints and Oils, Brushes, Glass, Asbestos Hair Felt and Felt Mixture.

Blakes' Steam Pumps, Weston's Centrifugals.

SEWING MACHINES.

Wilcox & Gibbs, and Remington.

Lubricating Oils, in quality and efficiency surpassed by none.

General Merchandise,

it is not possible to list everything we have; if there is anything you want, come and ask for it, you will be politely treated.

No trouble to show goods.

CASTLE & COOKE, Importers and Commission Merchants.

HENRY DAVIS & Co.,

52 Fort Street, Honolulu, H. I.

GROGERS AND PROVISION DEALERS!

Purveyors to the United States Navy and Provisioners of War Vessels.

FAMILY GROCERIES. TABLE LUXURIES. ICE HOUSE DELICACIES.

Coffee Roasters and Tea Dealers.

Island Produce a Specialty

FRESH BUTTER AND EGGS.

We are Agents and First Handlers of Maui Potatoes,

AND SELL AT LOWEST MARKET RATES.

P. O. Box 505.

Both Telephones Number 130.

For the Volcano!

Nature's Grandest Wonder.

The Popular and Scenic Route

— IS BY THE —

Wilder's Steamship Company's

AI STEAMER KINAU,

Fitted with Electric Light, Electric Bells, Courteous and Attentive Service

VIA HILO:

The Kinau Leaves Honolulu Every 10 Days,

TUESDAYS AND FRIDAYS,

Arriving at Hilo Thursday and Sunday Mornings

From Hilo to the Volcano—30 Miles,

Passengers are Conveyed in Carriages,

TWENTY-TWO MILES,

Over a SPLENDID MACADAMIZED ROAD, running most of the way through a Dense Tropical Forest—a ride alone worth the trip. The balance of the road on horseback.

ABSENT FROM HONOLULU 7 DAYS!

TICKETS,

Including All Expenses,

For the Round Trip, :: Fifty Dollars.

For Further Information, CALL AT THE OFFICE, Corner Fort and Queen Streets.